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### HUNDREDS OF SMART NEW HATS OFFERED AT VERY SPECIAL PRICES

We recognize the fact that many of our friends desire stylish new hats at moderate prices, particularly those women who wish to dress well, but whose circumstances are such that the hats usually having their approval are priced somewhat beyond their means. To offset this difficulty we assembled an unusually large and attractive assortment of models which we offer at very special prices.

They represent the latest tendencies in shapes, colors, materials and trimmings and are featured as extraordinarily good values.

### STOCK MARKET

New York, Sept. 25.—Opening—A further rise in railway stocks attended today's early operations, such representative issues as Pennsylvania, Canadian Pacific, Reading and eastern trunk lines being in demand. Pennsylvania opened with a sale of 3,000 shares at an advance of 1-4 to 112 1-4, Canadian Pacific rose 1-4 to 103 1-4 and gains in the Martinsburg, New York Central, Baltimore & Ohio, and the anthracite shares ranged from substantial fractions to a point. Baldwin Locomotive and General Motors were the strong features of the special group. Baldwin rising 3-8 to the new high price of 95 7-8, with six for motors at 345. U. S. Steel was unchanged at the outset but soon rose on heavy trading to 78 3-4, an advance of 3-8.

Closing—Extensive buying of the leading railway stocks, mostly at higher prices, was the dominant feature of today's very active stock market. The inquiry centered around such standard issues as Pennsylvania, the transcontinental group and the principal trunk lines, with a fair sprinkling of southern issues. Gains ranged from 1 to 4 points and the demand seemed to derive its inspiration from substantial sources. For the first time in many weeks, specialists played a subordinate part, although a few material gains were registered by those stocks, notably Baldwin Locomotive, General Motors, Lackawanna Steel and Texas Company. The closing was strong. Bonds were strong.

### WEATHER FORECAST

New Haven, Sept. 25.—Forecast: Fair tonight, Sunday partly cloudy and warmer.

Connecticut: Fair tonight, Sunday cloudy. Fresh northeast and east winds.

The Rocky Mountain disturbance is central this morning over Colorado and a secondary disturbance is central over Minnesota. These disturbances are causing unsettled, showery weather between the Rocky Mountains and the Mississippi river. Pleasant weather prevails generally from the Mississippi river eastward to the coast. Frosts were reported from the northern portions of New York and New England. The temperatures are rising slowly in the central districts.

### ALMANAC FOR TODAY

Sun rises ..... 5:43 a. m.  
Sun sets ..... 5:44 p. m.  
High water ..... 12:21 a. m.  
Moon rises ..... 6:29 p. m.  
Low water ..... 6:14 a. m.

### ALMANAC FOR SUNDAY

Sun rises ..... 5:44 a. m.  
Sun sets ..... 5:44 p. m.  
High water ..... 12:21 a. m.  
Moon rises ..... 6:57 p. m.  
Low water ..... 6:49 a. m.

Cholera exists at several points on the eastern Austrian front.

James E. Hogan, Police Justice, at Hastings, N. Y., is dead. He was 60 years old.

The Baldwin Locomotive Co. will be re-incorporated with a new charter as the present charter of the company does not allow it to make munitions.

### Bed Bugs in the Bed

drive away your roomers and keep your friends from staying over night. They rather leave and say nothing, it is courtesy, but is not forgotten.

**CYRUS PRESTO KILLER** will kill the bugs and rid the house of the pest, 25c.

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## FORD PREPARES FOR NATIONAL SERVICE BY STUDYING OUR NEWEST SUBMARINE.



MR. FORD DESCENDS INTO SUBMARINE MR. FORD and LIEUT. NIMITZ

Following his plan of lending his inventive and mechanical ability to the strengthening of America's naval defenses, Henry Ford visited a submarine for the first time in his life in the New York navy yard. Escorted by navy ward officers and officers attached to the submarine flotilla of the Atlantic fleet, Mr. Ford was taken into the K boats, where he had every opportunity to investigate and study the intricate mechanism of one of the newest and most up to date of American submarines. Mr. Ford went to the navy yard at the invitation of Secretary of the Navy Daniels, with whom he conferred on matters pertaining to the improvement of the navy, particularly the submarine arm of the service. At the yard Mr. Ford was met by Rear Admiral N. R. Under, the commander, Captain George E. Burd, the yard manager, Navy Constructor George H. Rock, Lieutenant R. F. Craft, Lieutenant C. W. Nimitz of the submarine flotilla and Commander Earl P. Jessup of the navy yard staff.

## COREY IS HEAD OF NEW STEEL COMBINATION THAT PURCHASES MIDVALE CO. FOR \$22,000,000

New York, Sept. 25.—The Midvale Steel Co. of Philadelphia, for which negotiations were successfully undertaken by a syndicate headed by William A. Read & Co., has now formally passed into the control of that syndicate, and a contract has been made whereby the great concern is to go to a company to be organized and controlled by E. C. Converse, William E. Morgan, Percy A. Rockefeller, Ambrose I. Monell, Frank A. Vandenberg and others of high standing in finance.

Mr. Corey is to return to active work in that industry, to which he devoted himself from the age of 16, when he entered the employ of the Edgar Thomson Steel Works in Braddock, Pa., until 1911, when he retired from the presidency of the United States Steel Corporation after eight years in that office.

Though in the four intervening years Mr. Corey has continued to be a director of many corporations, he had up to the outbreak of the war spent most of his time in France with his wife, Mabelle Gilman, whom he married in 1907 after a divorce from his first wife and a waning of the second which caused much opposition among his associates in the Steel Corporation. He is to be president of the new company.

The men who are organizing the new company have ambitious plans. They propose to increase greatly its capitalization from its present amount of \$9,750,000 and greatly to expand its activities. First of all they propose to enter into the business of making war munitions, an enterprise from which Charles Jefferson Harrah, who controlled the steel old Midvale, was stopped by differences in his family.

Edmund C. Converse is the man relied upon to secure these contracts for the making of war munitions. He is a director of the United States Steel Corporation, the Bankers' Trust and other trust companies, the Liberty National Bank, The American Can Company, International Nickel and concerns, is not so well known as a great power behind the screen of silence. But it is through Mr. Converse's influence in banking that there have come forward a group of men known in intimate Wall Street circles as "Converse's boys."

Some of "Converse's Boys." H. P. Davidson, ranking partner of J. P. Morgan & Co., is one of Converse's boys, and Thomas W. Lamont, also of the Morgan firm, is another. Albert H. Wiggin, president of the Chase National Bank and chairman of the Clearing House committee, owes his advancement largely to the same educator.

Benjamin J. Strong, Jr., formerly president of the Bankers' Trust company and now governor of the Federal Reserve Bank of New York, was one of Converse's boys before he became his son-in-law. Sevier C. Frost, now president of the Bankers' Trust company, and several other young men of Wall Street prominence are in the same group.

The plans of the new company as outlined by one of its organizers yesterday are similar to those elaborated by Mr. Converse and their associates when they gained control of the Electric Boat Company nearly this year. That company immediately secured war orders up to its capacity. Its stock advanced so rapidly and got so high, going from 16 last year to 65 1/2 weeks ago, that it became unaffordable as a medium of public interest. It was then organized the Sub-

marine Boat Corporation with a capitalization ten times as big. Stock of the Electric Boat was exchanged for stock of the new company at ten shares of new for one of old and the new stock was placed on the curb at a price within the reach of the masses.

No Bethlehem Connection. The new company, with its larger capitalization, will increase the capacity of the Midvale plant, as was done with Electric Boat and will probably, so one of the organizers said, take over one or two other steel companies.

But it will not become an associate of the Bethlehem Steel Corporation, for Midvale was the company which broke up the old armor plate trust by successfully bidding for government contracts after the Carnegie Steel Company and the Bethlehem had had the business to themselves for years and Charles M. Schwab had expended \$11,000,000 to \$12,000,000 on his armor plate plants at South Bethlehem.

By the same token it was pointed out the Morgan firm will now have a company friendly to itself in executing armor plate contracts for the allies, instead of placing its chief reliance upon Mr. Schwab, whose refusal to make such contracts was unfriendly from the time of his elimination from the United States Steel Corporation, in 1903, until the outbreak of the war.

It was well understood that in the inner circles of the Morgan group of bankers Mr. Schwab has been criticized for driving too hard bargains with the agents of the allies. He has had the upper hand, for his plant has been indispensable. With the reorganized and enlarged Midvale in the field, Mr. Schwab's company may not be so necessary a factor.

It was suggested to one of the Midvale purchasers that the Cambria Steel company at Johnstown, Penn., might be linked with it. The reply was made that acquisition of the Cambria is not a part of the present plan. It became known, however, that the Cambria is for sale.

Cambria Steel and Pennsylvania Steel are the two largest steel companies controlled by the Pennsylvania railroad. The Pennsylvania Steel company, in addition to ownership of a big plant at Steelton, Pa., near Harrisburg, controls the Maryland Steel Co., which owns the great works at Sparrow's Point, Baltimore. It was stated officially that the Pennsylvania Steel company is not for sale, but the Cambria Steel company is, provided a big satisfactory to the Pennsylvania railroad management is submitted.

Frick Is Again in Harness? Henry C. Frick is the biggest individual stockholder in the Pennsylvania Steel company and the biggest individual stockholder in Cambria Steel. His son, Charles Frick, is a director of the company. All rumors of change of control of the company are naturally centered about the Frick name. While none of these rumors was substantiated, the Pennsylvania's admission of willingness to sell naturally gave them credence.

The prospect of Mr. Frick's taking on the harness again was considered second in interest only to the return of Mr. Corey to the business in which he made his reputation and fortune. With Mr. Frick back in the active management of steel companies the United States Steel Corporation would have three rivals under the management of former Carnegie partners. There was also bruited about a report that the Midvale, on its enlargement, would take over control of Colorado Fuel and Iron. Percy A. Rockefeller, it was suggested, might

easily combine with his cousin, John D. Rockefeller, Jr., and make an arrangement relieving the latter of the worry and vexation occasioned by the Colorado company.

Percy A. Rockefeller is out of town. He was off to the Northwest, it was said at his office, to make an inspection of the Chicago, Milwaukee and St. Paul railroad, on which he is a director. It was declared authoritatively, however, that the business relations of Percy A., the younger son of William Rockefeller, with the only son of John D. Rockefeller are not intimate.

Percy A. Rockefeller, it was explained, is the only one of the younger Rockefeller generation possessing the bump of acquisitiveness. He is a business man, pure and simple. He has not the love of outdoor life possessed by his elder brother, William G. Rockefeller, who has not been at his office for months, nor does he display the idealistic tendencies of John D. Jr., who is now in Colorado studying industrial conditions.

In Many Industries Percy A. Rockefeller is a director of the Farmers Loan and Trust company, the Mechanics and Metals National bank and the Second National bank, besides being interested in many industrial companies. His father, William A. Rockefeller, occupies the position of a director of the City Bank, but it is Percy A. who is recognized there as the representative of his branch of the Rockefeller family in business with or for the bank. Associated closely with him in this Midvale transaction are other officers and stockholders of the bank.

William A. Read & Co. may retain an interest with the powerful group to which control of Midvale has been passed. That banking firm, together with Montgomery, Cloyer & Co., as was related by the World last week, secured an option on the Harrah and Sellers holdings of Midvale stock at \$200 a share, or a little more than \$19,000,000.

Looking about for a purchaser they found eager listeners in Percy A. Rockefeller and his associates in the City Bank group. Then, in discussing rough plans for the company, this City Bank group came in touch with Mr. Converse.

Mr. Converse, Mr. Corey and Ambrose I. Monell, president of the International Nickel Company, occupy the same offices in the Bankers' Trust Company and are jointly interested in International Nickel, the International Motor Company, the International Smelting and Refining Company and other concerns.

With Mr. Corey's proved ability in the steel business and Mr. Converse's proved ability in securing and executing rough plans, the plan of developing Midvale, it was said, was naturally appealing. The financial sequence of the transaction is thus described:

How Deal Was Put Through. William A. Read & Co. and Montgomery, Cloyer & Co. buy control for \$19,000,000. The City Bank group take the company off their hands for \$21,000,000. On the advent of the Converse-Monell party the price is raised to \$22,000,000.

Three separate transactions were admitted by the spokesman for the new interests. Henry C. Frick, who retires from the steel business in accordance with the passing of control, has been one of its most picturesque figures. He has conducted his company independently of the United States Steel Corporation and of other large companies which, though independent, have worked with the big company in their "gentlemen's agreements." He was the only steel manufacturer to oppose the McKinley tariff as unnecessary.

Mr. Harrah has two daughters, one of whom is married to a titled German and resides abroad. The father could not take war contracts from the allies without offending the daughter in Germany, and if he did not take them the loss to his company and himself would be great. It was this dilemma that impelled him to make the sale of his holdings.

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### Free Knitting and Crocheting Lessons

Starting Monday, Sept. 27th.

Every woman interested in knitting and crocheting will remember the classes which were held here last February for two weeks under the supervision of Miss Raymond.

The many friends she made while here will be glad to know that she will again be here for three weeks, to give instructions in making all kinds of knitted and crocheted work with Fleisher's Yarns. There will be a large display of garments made with

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showing the newest models in sweaters, shawls, afghans, blankets, etc.

Classes are open to everyone—and you are cordially invited to join. Come as often as you wish and stay as long as you please. Free instruction will be given you at any time during the demonstration.

## THE SMITH-MURRAY CO.

# AMERICAN TROOPS MAY CROSS BORDER TO PREVENT RAIDS

## Drastic Action May Be Taken to Stop Attacks on Texas Towns By Mexican Outlaw Bands—Situations Along Rio Grande Regarded as Serious.

Washington, Sept. 25.—Possibility that American troops might cross the Rio Grande to deal with Mexican raiding border countries in Texas was talked of here today as a result of border fighting between United States soldiers and Mexicans near Progresso, Tex. One American soldier was killed and an officer wounded in the battle. At least four Mexicans, perhaps more, were shot down, it was reported. The soldier was Private Henry W. Stubbfield, of Big Stone Gap, Va., and the officer Captain A. V. Anderson.

The incident that added to the seriousness of the situation in the eyes of the war department officials was reported by General Funston, that several hundred uniformed Mexicans on the southern border covered the retreating raiders. One report said that American army officers described some of the raiders as Carranza soldiers. General Funston has full authority to take whatever measures are necessary to deal with any situation that might arise.

General Funston's report was to be laid before the state department today by the war department, with a view to representations to Carranza, whose troops occupy the territory opposite Progresso.

Brownsville, Sept. 25.—Another

critical turn in the turbulent situation between Mexicans and Americans on the lower Texas border was evident today as the result of yesterday's raid by Mexicans on the village of Progresso and the casualties sustained by an American army detachment which finally routed the invaders. All of the Mexicans, probably 80 in number, were said today to have escaped into Mexico, but strong army patrols occupied every foot of the Rio Grande bank to prevent repetition of the raid.

The escape of the Mexican raiders was regarded as one of the gravest incidents of the border situation. When the American soldiers pursued the marauders to the river bank, it was reported by Major Edward Anderson of the 12th cavalry, they were met by a hail of fire from the Mexican side, where apparently several hundred Mexicans were concealed. It also was reported that a number of the raiders wore khaki uniforms but whether they were connected with the Carranza forces, which hold the various border towns opposite Progresso and Brownsville could not be learned.

Captain A. V. P. Anderson, of the 12th cavalry and Private Cecil W. Kennedy, who were wounded yesterday, were reported today to be in no danger. The body of Private Henry W. Stubbfield, who was killed by the Mexicans, is being held for relatives.

## UNION JITNEY DRIVERS WANT LAWS ENFORCED

### Committee Makes Representations to Head of Police Department.

The reign of reckless driving upon the part of jitney chauffeurs will be curbed. Not only are the police to enforce the laws of the situation but at a meeting of Bridgeport Chauffeurs' Union, 405, made up of jitney drivers a committee consisting of Robert Marshall, chairman, and Albert Frodo and E. A. Schadevall, were appointed to wait upon Superintendent Eugene Birmingham and ask the most rigorous enforcement of present regulations.

This committee was today received by the head of the police department. They asked that a member of their organization be permitted to co-operate with the police department in checking all recklessness on the part of automobile drivers and promised to bring to the attention of the authorities the names of their own members found to be driving cars in a manner that would endanger life. Their recommendations will be considered by the police department and it is likely that special action will be taken at the next meeting of the police board when the local will present a petition asking that a jitney driver found guilty of first offense be suspended for 10 days, with a suspension of 30 days on second offense and 60 days on third complaint.

Speeding of the unusual request for punishment in the courts for their own members the committee said today: "The reign of recklessness in jitney driving must be checked in the name of the public safety and the cost of the automobile traffic regulations enforced to the letter causes little hardship upon the police or the careful automobilist. It protects human life, and the Chauffeurs' union is in business to stay. The jitney is a great convenience to the public and it might as well be understood by drivers once and for all time that the time is coming when safety is to be considered before profit."

## LILLE FINED FOR REFUSING TO AID GERMAN DEFENSES

Amsterdam, Sept. 25.—The German military authorities at Lille, French Flanders, have again clashed with the populace, this time over the refusal of Lille factories to make sacks for use by the Germans as a bag for their defense work. Unable to procure the sacks, the German authorities notified the mayor that "an amount equivalent to the output of the Lille factories would be manufactured in Germany and the cost of production assessed against the city. This was carried out notwithstanding a vigorous protest. The strong room of the town was forced and \$75,000 was deducted from the civic funds. In addition to this, \$5,200,000 of war taxes was demanded. Pending the payment of this sum the Germans placed seals on the banks as well as on the strongrooms of individuals, as a guarantee that the securities would be removed. The Lille authorities insisted that this sum could not be met, whereupon reduction to \$3,200,000 was made. A penalty of \$20,000 a day was imposed pending the payment.